

INFORMATION REPORT

CD NO.

25X1A

COUNTRY Czechoslovakia
SUBJECT Skoda Shipyard, Komarno

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1. Following Masaryk Street in Komarno to the west from Stefanik Square for approximately 650 meters, one comes to the crossing of Masaryk Street and the street which heads over the Danube into Hungary. 700 meters to the west of this intersection, Masaryk Street crosses over a railroad line. Immediately beyond the bridge is the Bratislava Gate (Bratislavská Brána) and 500 meters from this gate is the entrance to the Skoda Shipyard.
2. The director, [REDACTED] (fnu), who is 42 to 45 years old, 170 cm. tall, of medium build, an oval face; his hair is blond and thin, and his eyes are blue. He is married and was formerly a common laborer; source heard that he attended a one-year course in Prague; he is a good organizer. Kremerik lives in [REDACTED] the Dostoynicky Pavilion.
3. The construction of the Skoda Shipyard was started in 1945, inasmuch as the yard on Alsbetin Island (now known as Red Army Island-Ostrov cerveny armady) had proved too small. A firm by the name of LANA carried out the work. In 1948, the assembly shop, the shop for preparatory work, the boiler plant, the store rooms and the launching ways were completed. In 1950, construction of a new, larger assembly shop and all other buildings shown on Annex (B) was started. When source passed by the yard in July 1953, all buildings planned for had been almost completed. The Czechoslovak Construction Works (CSSZ), of Komarno, was responsible for the work.
4. The layout of the Skoda Shipyard is as follows. (The numbers in the following description correspond to those on Annex (B).)
 - (1) Administration building, 65 by 20 by 15m, two stories, brick walls 45 cm. thick, flat concrete roof 30 cm. thick. The building had been completed in J in July 1952.
 - (2) Administration building. In July 1952, excavation for the foundation of this building had just been started. When source passed by the wharf in July 1953, the building was completed. It is identical in construction with No. 1. The two Administration buildings are to provide space for the offices of the shipyard, which so far have been located in the wooden barracks, Nos. 9, 10, 11 and 12.

25X1A

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- 2 -

- (3) Central storage building, 50 by 50 by 25m., five stories, of concrete. The building was not completed when source left. Therefore, he could not describe the roof. In 1952, the foundation had been finished; in July 1953 the building was completed, but the building is to have five stories.
- (4) ~~Building~~ leading to the shipyard from the Komarno station. ~~It was~~ used for the transportation of shipyard personnel to the yard and back.
- (5) Sand road six meters wide, leading from Komarno to Bratislava. The part of this road ~~adjacent to the shipyard will be closed~~ to general traffic and enclosed in the compound, since the administration buildings have been erected on the right side of this road. It will become a feeding road for the shipyard. ~~General traffic will be detoured to the Komarno-Bratislava highway already under construction.~~
- (6a) Shop (Montazni hala), 350 by 200 by 20m. As a foundation for this building and No. 6b, a total of 110 concrete pillars 15 by 10 by 3m. were set in the ground. (Source does not know exactly how many there were for 6a and how many for 6b). For 6a these pillars were arranged in four rows along the length of the building. These pillars support the steel structure of the building, which was erected by mechanics of the Austrian firm Wiener Brueckenbau-und Eisenkonstruktionen-A-G.¹ Three walls of this building are made of concrete slabs 10 cm. thick; the fourth, facing the launching ways, is open and can be closed with corrugated sheet iron.² The roof consists of two saddle roofs connected in the middle, each covering half of the width of the building. Glass ventilators are installed along the entire length of the ridges of both saddle roofs, and they are covered with tin.
- (6b) Shop for preparatory work, 100 by 100 by 20m., same type of construction as 6a, with the exception that all four walls are closed. The roof is the continuation of the one saddle roof of 6a.
- (7) Tool shop (Nastrojarna), 100 by 25 by 10m., one story, brick walls, concrete roof (probably flat). The building was not completed when source saw it last.
- (8) Doorman's shack (Vratnice), 4 by 4 by 3m., brick walls, flat roof of unknown material.
- (9) to (12) Offices (Kancelare), 35 by 10 by 4m., four wooden barracks with saddle roofs covered with tar paper. These barracks probably have been dismantled and all offices moved to Nos. 1 and 2.
- (13a) Assembly shop (Montazni Hala), 350 by 120 by 16m., steel structure like 6a, walls of concrete slabs, northern wall open. Two-piece roof similar to that of 6a.
- (13b) Shop for preparatory work (Pripravna), 100 by 70 by 16m., structure similar to 6b. For the exact arrangement of the interior, see ~~drawing~~.
- (13c) Launching ways (Draha na spousteni lodí). Three tracks ~~lead out of 13a~~. The launching ways run perpendicular to the tracks. They are approximately 50m. wide.

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SECRET

25X1A

- 3 -

- (13d) Acetylene production (Vyroba Acetylenu), 6 by 6 by 4.5m., brick walls, flat roof of unknown material. In this building, acetylene for the yard's use is produced.
- (14) Boiler plant (Kotelna), 30 by 20 by 18m., one story, concrete walls, flat concrete roof. The boiler room is on the ground floor and the armature on the first floor.
- (15a) Old storerooms (Stary sklad), 150 by 35 by 14m., iron construction, walls of concrete slabs, saddle roof covered with tin. For exact arrangement of the interior, see Annex (D).
- (15b) Addition to 15 a, 15 by 5 by 4m., of brick walls, flat concrete roof, for unloading railroad cars.
- (16) Storage for lacquers (Sklad laku), brick walls, flat roof of unknown material. In this building there is a large concrete cellar. Dyes, stored here.
- (17a)to(17b) [REDACTED] on which material is transported to the ship-
- (18a)to(18b) Gate, approximately 5m. wide. Can be closed by means of wooden frames strung with wire mesh. These doors are secured with chains and padlocks.
- (19a)to(19b) Wire mesh fence, approximately 2.50m. high. The fence is fastened to concrete posts spaced at intervals of 6 to 10 m. At the top, the posts are curved inward and secured with six rows of barbed wire.
- (20a)to(20d) Wooden watch towers, 2 by 2m. and 5 or 6m. high, with a booth on top for the guard.
- (21a) Main entrance for vehicles, 6m. wide, 2.8m. high. The gate consists of two parts and opens inward. The wings are made of iron frames spun with wire mesh.
- (21b) Entrance for workers, 1.5m. wide, 2.5m. high. One wing opening to the inside and made of an iron frame spun with wire mesh like those of 21a.
- (22) Quay made of stone slabs. At normal water level, approximately 1.5m. high.
- (23) Dead arm of the Danube River which is called "Zajackova Harbor".
- (24) Alzbetin Island (now the Island of the Red Army).
5. In July 1950, the former passenger motor-driven boat [REDACTED] built for use as a motor-driven tug boat. The boat has 800 h.p. and [REDACTED] service by now.
6. In fall 1951, construction of the largest passenger boat [REDACTED] This boat is 180m. long and has 1,100 h.p. [REDACTED] on the Danube River. In July 1952, the boat [REDACTED] interior furnishings had to be installed [REDACTED] was yet to be done.

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SECRET

25X1A

- 4 -

7. In addition, passenger motor-driven boats for export to the USSR for use on the Volga-Don Canal were built here. In 1952, the ROSSIA was completed and in July 1952 another boat of the same model and size by the name of UKRAJINA was nearly (90%) finished. The ROSSIA was taken over by a Russian crew who had come to Komarno on a Soviet vessel. The departure of the ROSSIA was delayed for a long time due to the fact that the boat was too high and all Danube bridges would have had to be raised four meters to allow it to pass. Although this would have caused a lot of expense and trouble, Czechoslovakia and Hungary declared their willingness to cooperate. Yugoslavia, on the other hand, refused to comply. After lengthy debates at the shipyard, it was decided to dismantle the superstructure of the vessel and to send mechanics along to the USSR who, upon arrival there, would set it up again. Source also heard that reliable mechanics were wanted at the shipyard. However, he does not know what came of the plan.
- 25X1A 8. When source passed by the shipyard [] he saw two new vessels of this type which were partly finished—one 80%, the other 50%.
9. An unknown number of barges for Hungary and Bulgaria were also built at the yard.
10. In June 1952, mass production of patrol boats for the USSR was started. Source assumes that these boats will be used on the Black Sea because they are similar to those he saw on the Baltic Sea during World War II. From his own experience, source knows that Danube River patrol boats are flat-bottomed, while the boats built at the Skoda yard have long, pointed keels. The boats are approximately 80m. long and from keel to deck about 3.5m. high. On the forward part of the deck, there is a superstructure approximately 3m. high. There is no superstructure on the rear two-thirds of the deck, so that these boats, in case of war, can be used as mine layers and/or minesweepers. The boats each have two screws, driven by two Skoda diesel engines of 240 h.p. each.
11. Twelve boats per month were built, so that source saw 24 boats leave the yard. Every one of these boats was taken over by a 15-man Russian crew which arrived at Komarno on Soviet vessels.
12. In November or December 1951, a representative of the Construction Section of the Central Committee of the Slovak Communist Party visited the yard to speed up the completion of a new assembly shop with speeches. During his speech, he let fall the fact that, in case of war, submarines and torpedo boats are to be built in this shop.
13. The shop for preparatory work (see Annex (C)) is equipped with the following:
- 6 turning lathes, Wollmann model
 - 2 cutting machines
 - 2 bending machines
 - 4 large steel drawing boards
14. Electricity is supplied to the yard by the power plant of the town of Komarno. Source does not know whether gas is used in the yard. If it is, the gas would have to be supplied by the municipal gas works, since no such installation is found in the yard. Drinking water is supplied by the municipal water works, which is located on the Elizabethin Island. The wharf has its own air compressor and acetylene production department.

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- 5 -

15. All materials, such as sheet iron and steel plates, wood, textiles, insulating material, dyes and lacquers, as well as semi-finished products and products like life boats, engines and ship furniture, are transported to the yard by rail. Finished vessels leave the yard by water via the Danube River. Source did not know where the majority of raw materials were obtained, but he heard that steel sometimes was imported from the USSR. The engines are supplied by the V.I. Lenin Works in Pilsen, while life boats are imported from East Germany.
16. There were approximately 4,000 laborers, mostly men, employed in the Skoda shipyard. Women, of whom there were only a few, mostly worked in the offices or as food carriers. There were not many qualified laborers, except for the mechanics, usually Czechs, who were assigned to the yard directly from the V.I. Lenin Works in Pilsen. Common laborers were compulsorily transferred to the yard from other, not so important plants in Slovakia. So-called kulaks from the vicinity of Komarno whose farms had been confiscated and who had not been taken into collective farms were also working at the yard. Source did not hear of any persons assigned to short-term "brigades". If somebody engaged himself to work at the yard, the contract ran for at least three months but usually for one year, and upon its termination efforts were made to hold the worker at the yard. Source did not see any convicts working at the yard. Average pay for a laborer was 4,500 Kcs.
17. Work hours were divided into three shifts, of which the first two (6 a.m. to 2 p.m. and 2 p.m. to 10 p.m.) were evenly filled with 45% of the laborers. The rest of the workers were assigned to the night shift (10 p.m. to 6 a.m.)
18. The production plan was not fulfilled 100%. This was not the fault of the workers and/or the board of directors of the yard, however. The Soviets for whom the boats were built were to blame. While the boats were under construction they deliberately changed their dispositions three to four times, making the completion of the boats on time impossible. According to the contract, the shipyard then had to pay a high penalty for each day the delivery was delayed. It happened that the expenses connected with the building work were higher than the price paid by the Soviets for a boat.
19. The Skoda shipyard had its own fire brigade. The exact number of its members as well as the type of fire extinguishers at their disposal was unknown to source. During his time of employment on the wharf, a fire broke out on a boat, which could be extinguished, however, with simple Minimax hand extinguishers. The members of the fire brigade wore green uniforms, differing from those of the plant militia only by the fire symbol on the caps.
20. The shipyard was guarded by militia. The exact number of militia men was unknown to source, but he noticed that 12 men were posted in the yard during one guard shift. Two of them sat in the guard shack at the main gate, two walked up and down the quay, two walked along the fence on the northern side and one of them was posted at the gates through which the four railroad sidings entered the compound. The militia men wore the same green uniforms as the fire brigade with the symbol of the Skoda Works on their caps. Each man was armed with a pistol, and twice a week firing exercises were held at a place unknown to source.
21. Entering the yard through the main gate, everybody had to produce his plant pass. Upon leaving the plant, the pass had to be produced again and the contents of the briefcases, which had to be open when carried through the gate, was inspected. Now and then, the laborers underwent a body search. Presumably, such workers were searched as were known to take things out of the yard frequently. It was -

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25X1A

- 6 -

possible at times to enter the yard unobserved through the gates for the railroad track. The militia guard was not always at his post. For the employee of the [redacted] firm it was easier to enter and leave the wharf without [redacted] as they were not so many and were known to most of the [redacted] (fnu), was in charge of the militia and also was [redacted] was 40 years old, short, stout, and had a round face. He lived [redacted]

- 25X1A 22. Passing the [redacted] source noticed soldiers posted at the main gate and [redacted] towers manned by one soldier each.
23. A man [redacted] at the yard who had his office in the wooden barracks [redacted] firm. The wooden barracks was later dismantled and [redacted] office in one of the other buildings. Source is [redacted] at the yard after the dismantling of the wooden barracks [redacted] several times within the compound.
24. In the north [redacted] fortifications in the vicinity of the shipyard. In the south, the yard is protected by the 300m. wide arm of the Danube and the 400m. wide Alzbetin Island, which is so high that the yard cannot be seen from the Hungarian side of the river. Beyond this island lies the second arm of the Danube, which is also 400m. wide. In the east, the yard is protected by the adjoining harbor. The approach from the west over a plain covered with brushwood is unprotected. The only obstructions for an approach by air are a 40m. high water tower 3.5km. northeast of the shipyard and the chimney of the power plant 4 km. east of the yard which is approximately 60 m. high.

25X1A 1. [redacted] Comment. This firm belongs to the Soviet-controlled USIA complex in Austria.

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3. [redacted] Comment. This was evidently the pay rate prior to the currency reform of June 1953.

Enclosure: 1 photocopy of pass to the Skoda Shipyard at Komarno (2 pages--T/SS)

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25X1A

- 7 -

Annex (A)

Memory Sketch

Not drawn to scale

planned highway

planned railroad line

Bratislava brana (gate)

Masaryk Street

Stefanik Square

New Skoda Wharf

Winter Harbor

Alzbetin Island

Old Wharf

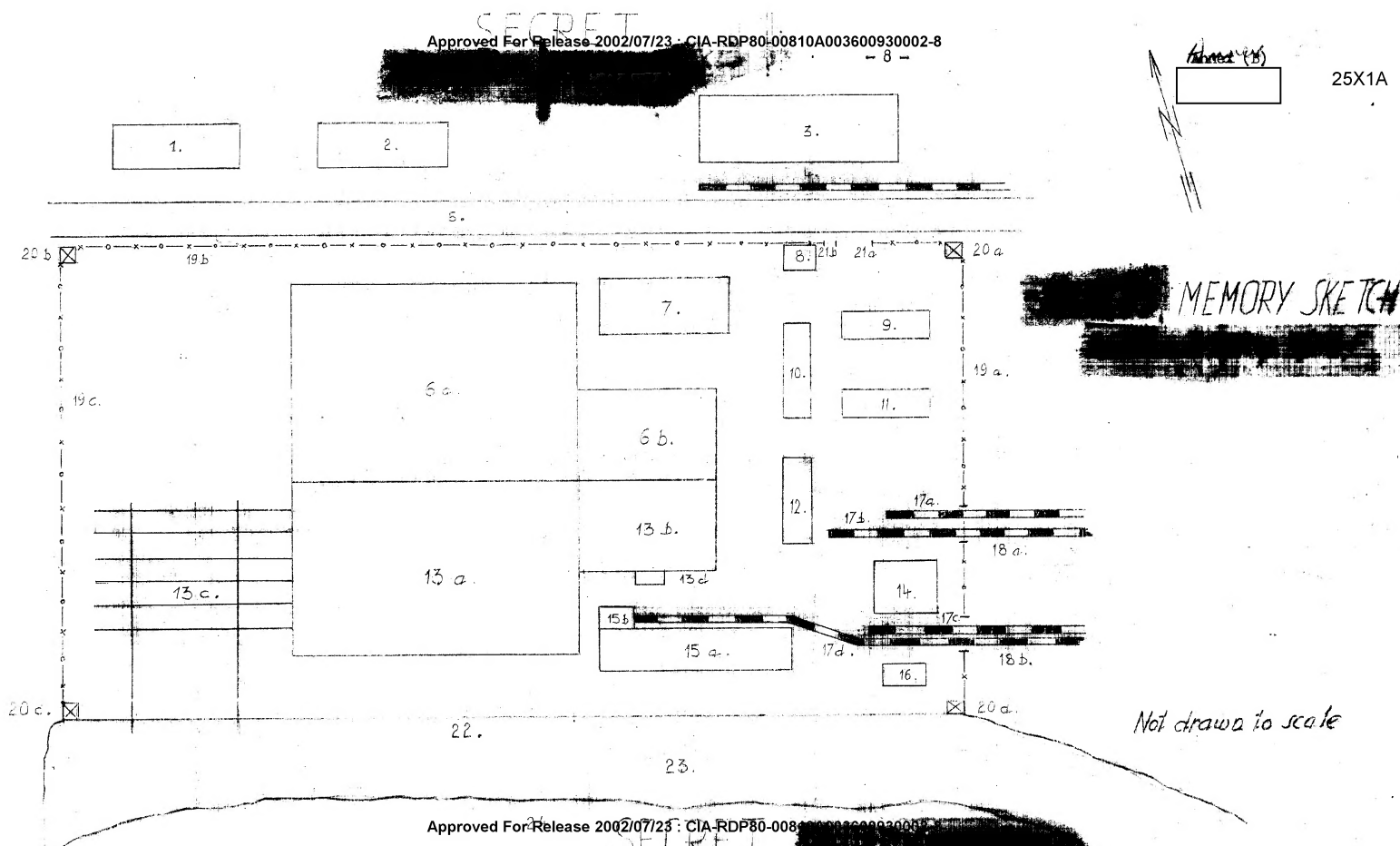
Danube

planned bridge

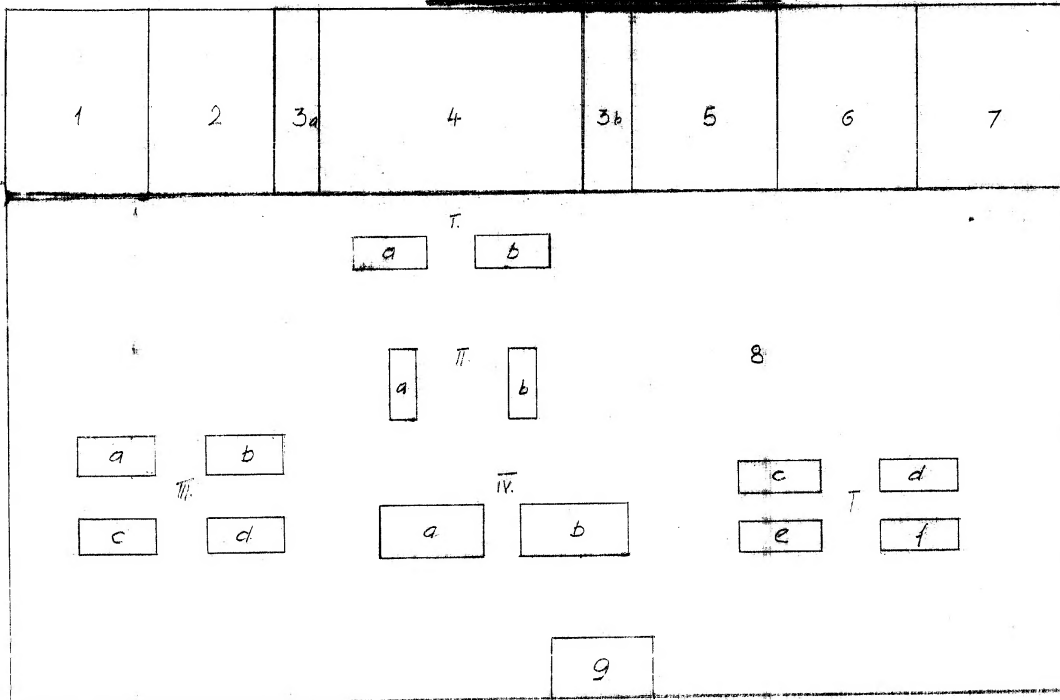
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- 12 -

Annex (D)

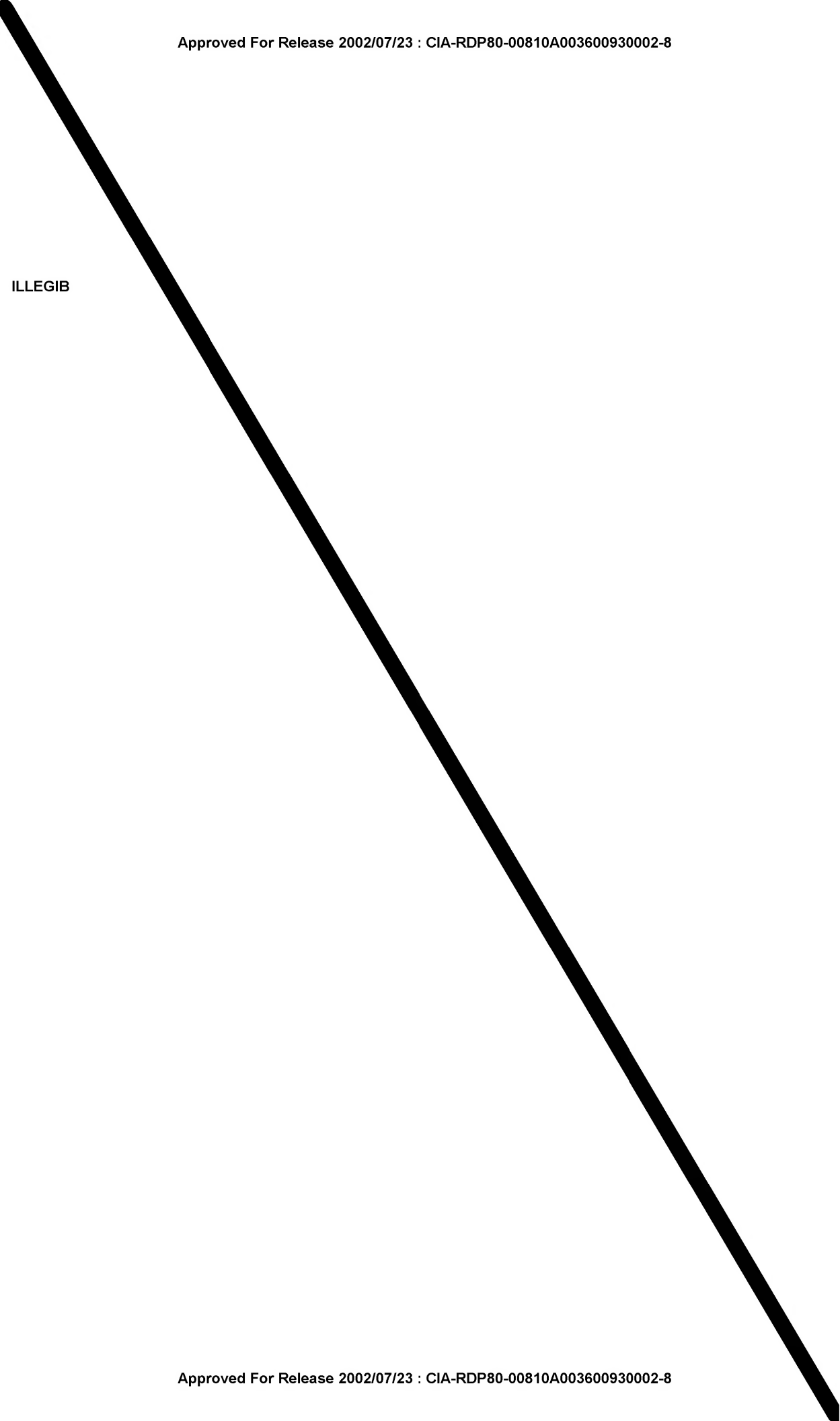
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